GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

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NOTE TO TEACHERS: This is the first GEOGRAPHIC NEWS BULLETIN for the school year 1935-36. No BULLETINS were issued during summer vacation months. See important notice following Bulletin No. 4.

Photograph by Harry V. Harlan

ART AND THE DEVIL IN ETHIOPIA

This isn't an Ethiopian portrait of a political enemy. It is the devil, himself, painted in brilliant colors inside a Christian church at Ankober. The painting is typical of modern Ethiopian art (see Bulletins No. 1 and 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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Is It Ethiopia or Abyssinia?

ETHIOPIA or Abyssinia, which? No one seems very sure of the answer. Newspapers, crowded with columns on the Italo-Ethiopian dispute, prefer first Abyssinia and then Ethiopia. Turning to an atlas, students will probably find the country labeled Abyssinia, unless the map is very new.

Even careful study of the history of this African empire is confusing. One authority says that the natives of Haile Selassie's Empire customarily refer to their country as Abyssinia.

Another claims that the natives dislike to be so called because Abyssinia is derived from an Arab term *Habeshi,* which means "a mixed race." Ethiopia, according to this authority, is derived from *Itiopiyavan,* by which the natives have been known since ancient times.

Many Geographic Names Misspelled

Ethiopia may be considered the proper name because it is used with the official sanction of the Ethiopian Government, and this is the name that appears on the National Geographic Society's recently published (June, 1935) map of the African continent. This map gives an accurate and up-to-date report on Ethiopian place names, many of which are spelled with all sorts of variations in the daily news.

For instance, *Walwal* and *Wardair,* in the trouble zone, near the Italian Somaliland border, appear as "Ualual" and "Uarder." *Aduwa* in the northern part of the Empire near the border of Eritrea has been amply supplied with aliases, for it has been called "Adua," "Adoa," and "Adowa."

Lake Tana, the source of the Blue Nile, is stretched to "Lake Tsana," while *Harar,* the center of the Ethiopian coffee industry, and one of the Empire's chief towns, is given an additional *r* to make it "Harrar." Recently news reports mentioned "Afdub" and "Afdubba" but there are no such places in Ethiopia. The reports really refer to *Afdam.*

Errors In Somaliland and Eritrea

Awash has not been badly treated, for it has been adorned only with an *h,* making it "Hawash," but *Gerlogubi* has been both lengthened and altered to make it "Guerlogobia." Writers have generally left an *m* out of *Jimma,* written "Aossa" for *Aussa* and changed *Bale*'s *e* to an *i.*

A town and a river of Italian Somaliland also have caused readers confusion. *Mogadiscio,* the leading port and gateway to the colony, has been referred to as "Mogadishu" and the *Guiba* River, as the "Juba." *Massaua* and *Asmara,* in Eritrea, have erroneously appeared as "Massawa" and "Azmara."

Note: Students interested in obtaining background material concerning the Italo-Ethiopian dispute should consult the following: "Traveling in the Highlands of Ethiopia," and "With the Italians in Eritrea," *National Geographic Magazine,* September, 1935; "Life's Tenor in Ethiopia," June, 1935; "Modern Ethiopia" and "Coronation Days in Addis Ababa," June, 1931; "Nature and Man in Ethiopia," August, 1928; "A Caravan Journey through Abyssinia (Ethiopia)," June, 1925; and "Peoples and Places of Northern Africa," October, 1922.

See also in the GEOGRAPHIC NEWS BULLETINS: "Wanted—An Ethiopian-Italian Somaliland Boundary Line," week of March 18, 1935; "Italy's Colonies Dwarf the 'Boot'," week of March 4, 1935; "Libya 'Bores' Deeper into Africa," week of January 28, 1935; and "Do You Know Italian Somaliland," week of November 12, 1934.

Bulletin No. 1, October 7, 1935.

UMI

Photograph by Earl Rossman from Galloway

ETHIOPIA'S ONLY RAILWAY IS A BUSY ARTERY OF TRAFFIC

The line runs from the port of Djibouti, French Somaliland, to Addis Ababa. Trains usually take three days to cross the 486 miles, but in dry weather an "express" makes the trip in thirty-six hours. The station at Modjo is in the sugar cane region of Ethiopia (see Bulletin No. 2).

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Addis Ababa, Modern Capital of an Ancient Empire

THE world is watching Addis Ababa very closely these days. Capital of Ethiopia, and African press box for the Italo-Ethiopian political situation, it is the only settlement in the Empire that merits the name "city."

Addis Ababa is the sole place in the country showing marked signs of modern development, yet in the shadow of these improvements, ancient Ethiopia still lives.

The city is situated high up on the Ethiopian plateau, backed by mountains, near the geographic center of the Empire. To reach it a traveler must traverse the rough, winding caravan routes or board a train at Djibouti, French Somaliland, for long hours of riding through torrid plains, and rolling foothills to the central plateau region.

A City Built on Several Hills

Nestling among eucalyptus-forested hills, Addis Ababa has a splendid climate, which along with other attractions, has been an important factor in its growth to a city of 70,000 inhabitants. Several thousand of its residents are foreigners, notably British Indians, British Arabs, Greeks, and Armenians.

Addis Ababa hills number more than those of Rome. The Royal Palace, Audience Hall and new Parliament Building top one small hill. On others rise many prepossessing buildings, including villas of five European legations, hotels, two government hospitals and churches. There are several schools, conducted mostly by Ethiopian clergy and foreign missionaries. Recently Ethiopian students have been sent for advanced training to the United States, England, France, and Switzerland.

In many of the city's wide, winding streets, rough cobbles lately have been replaced by macadam and asphalt surfaces. Electric lighting is becoming more prevalent, due to the founding of small private plants.

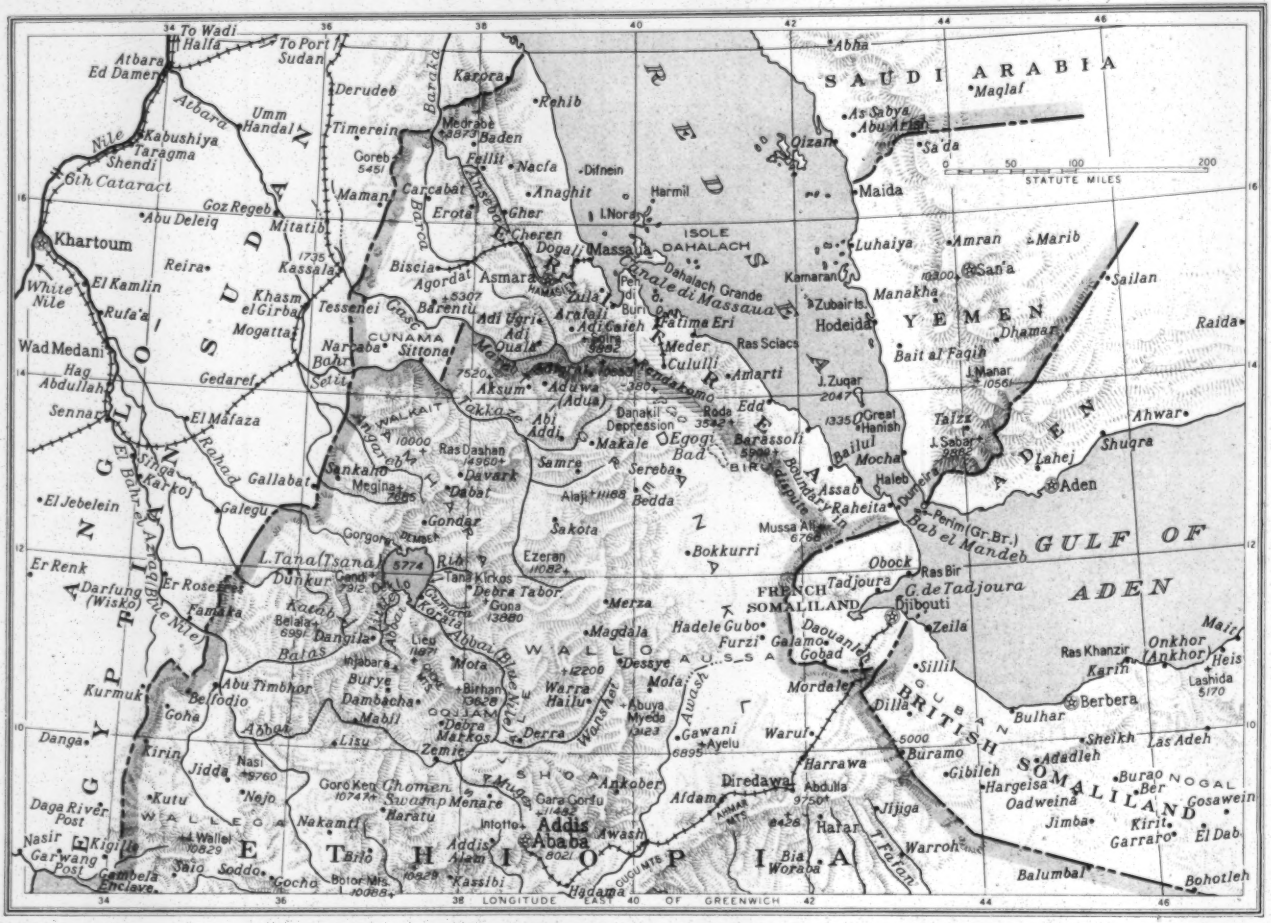
Since the piping of water from Mount Intotto has been completed, natives can purchase in the market a five-gallon tin of water for a penny. They can also buy imported foods in the stores. Sound pictures are heard in the capital's theaters and there is telegraph service, and an air-mail service to Djibouti.

Good Roads Are Scarce

At present, the country has almost no roads. Ethiopians bringing leopard skins, monkey furs and other articles of commerce to the bazaar at Addis Ababa, pile them on the backs of camels and sure-footed donkeys that pick their way over stony mountain trails.

Since 1932 the government has been building two roads out of Addis Ababa. One leads 50 miles northeast toward Dessye, the other 100 miles southwest toward Jimma. When these are completed, coffee from the south and hides and skins from the north will probably pour much more rapidly into the city.

A few of the capital's wealthier citizens own automobiles, but many of them still take pride in riding gaily-decorated mules, followed by servants on foot. Automobiles feel their way carefully through streets sometimes choked with mules, donkeys, and jaywalking pedestrians.


SUDAN
ETHIOPIA
ERITREA
SAUDI ARABIA
YEMEN
RED SEA
GULF OF ADEN
FRENCH SOMALILAND
BRITISH SOMALILAND
Khartoum
Addis Ababa
Asmara
Massaua
Harar
Diredawa
Dessye
Gondar
Makale
Aksum
Aden
Mocha
Hodeida
Djibouti
Zeila
Berbera
Maida
Luhaiya
Amran
Marib
San'a
Sailan
Manakha
Dhamar
Raida
Bait al Faqih
Ahwar
Shuqra
Lahej
Talzz
Mocha
Obock
Tadjoura
Ras Bir
Perim (Gr. Br.)
Bab el Mandeb
Abha
Maqlaf
As Sabya
Abu Arish
Sa'da
Qizan
Kamaran
Zubair Is.
Hanish
Great
Jebel Zuqar
Jebel Manar
Jebel Sabar
Mussa Alli
Raheita
Assab
Haleb
Dumeira
Ras Khanzir
Onkhor (Ankhor)
Heis
Lashida
Karin
Sillil
Mait
Dilla
Bulhar
Sheikh
Las Adeh
Adadleh
Buramo
Gibileh
Hargeisa
Burao
Ber
Oadweina
Gosawein
Jimba
Kiri
Garraro
El Dab
Jijiga
Warroh
Balumbal
Bohotleh
Harrawa
Abdulla
Mordaler
Daoueinleh
Galamo
Gobad
Hadele Gubo
Furzi
Tadjoura
G. de Tadjoura
Ras Bir
Obock
Bokkurri
Mussa Alli
Raheita
Assab
Haleb
Dumeira
Perim (Gr. Br.)
Bab el Mandeb
Ras Dashan
Davark
Dabat
Gondar
Debra Tabor
Lake Tana (Tsana)
Sankalo
Meginat
Gallabat
Galegu
El Jebelein
Er Renk
Darfung (Wisko)
Er Roseires
Famaka
Kurmuk
Belodio
Goha
Danga
Kirin
Jidda
Nasi
Kutu
Nejo
Daga River Post
Nasir
Kigili
Garwang Post
Gambela Enclave
Jaio
Soddo
Gocha
Botor Mts.
Kassibi
Hadama
Awash
Gara Gorfu
Infotto
Addis Alem
Ankober
Chomen
Swaamp
Menare
Haratu
Nakamti
Goro Ker
Debra Markos
Debra Tabor
Gondar
Gaisa
Gawani
Ayelu
Warul
Afdam
Jijiga
Bia Worabai
Mugar
Awash
Abuya Myeda
Dessye
Magdala
Merza
Guna
Tana Kirkos
Lake Tana (Tsana)
Dunkur
Gondar
Ezeran
Sakota
Bedda
Alaj
Sereba
Samre
Makale
Egogi
Danakil Depression
Aduwa (Adua)
Aksum
Adi Quala
Adi Ugri
Asmara
Massaua
Dahalach Grande
Isole Dahalach
Harmil
Difnein
Nacfa
Rehib
Karora
Derudeb
Timerein
Medrabe
Baden
Carcabat
Anaghit
Gher
Erota
Cheren
Doga
Biscia
Agordat
Barentu
Tessenei
Khasm el Girba
Mogatta
Gedaref
Sennar
El Mafaza
Rufa'a
El Kamlin
White Nile
Blue Nile
Wad Medani
Hag Abdullah
Goz Regeb
Abu Deleiq
Mitatib
Kassala
Reira
Atbara
Ed Damer
To Wadi Halfa
To Port Sudan
Umm Handal
Kabushiya
Taragma
Shendi
6th Cataract
Nile
Atbara
Barka
Gash
Setit
Tekkaze
Takkaze
Angarab
Mareb
Belesa
Quanara
Kareta
Abuai
Ribb
Lieg
Mota
Bitharn
Dambacha
Mabil
Lisu
Abbaa
Zemie
Derra
Wans Ari
Awash
Mofa
Warra Hailu
Mofa
Abuya Myeda
Dessye
Magdala
Merza
Guna
Tana Kirkos
Debra Tabor

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Memel, Lithuania's Door to the Sea

GERMANY again has its eyes on Memel Territory in Lithuania, according to a recent speech by Chancellor Hitler. Italy's attitude toward the authority of the League of Nations in the Ethiopian crisis may set an important precedent for the Reich.

The Treaty of Versailles decided that Memel Territory should be taken away from Germany and governed by ambassadors of the allied and associated powers, represented by a French High Commissioner.

In 1923 Lithuanians took the rule of the area into their own hands. An ambassadors' conference then handed Memel over to Lithuania, although the action was the cause of much dispute.

League Settlement in 1924

Finally the Memel question was turned over to the League of Nations. A special commission, headed by an American, Norman Davis, brought about a settlement. As a result, the Memel Convention was signed in Paris in 1924 by Great Britain, France, Italy, and Japan on the one hand, and Lithuania on the other.

According to the terms of the Convention, the Territory of Memel was a part of Lithuania, but with a large measure of local rule. The port of Memel, regarded as of general importance, was to be run by a Harbor Board of three men—one from the Lithuanian Government, one from the Memel Territory, and the third appointed by the League of Nations.

The area of Memel Territory is 943 square miles, about three-fourths that of Rhode Island, and its population is about 146,000 persons. It is Lithuania's only door to the sea.

Harbor Never Frozen Over

Its chief city, Memel (called Klaipéda by Lithuanians), is located on one of the largest and most convenient ports of the Baltic Sea. Protected by a 60-mile long spit of land, this seaport, at the mouth of the Niemen River, has an advantage over other Baltic ports in that it is never frozen over.

When Lithuania, after the World War, resumed direction of Memel affairs, it found that the port had been woefully neglected. Breakwaters and wharves had fallen into decay and ruin. The government speedily restored the entire area. The harbor entrance was deepened, and to-day vessels of 10,000 tons unload cargoes from many lands at its up-to-date wharves, equipped with warehouses, oil tanks, grain elevators, and cold-storage plants. Railroads link the port with the interior.

Amber Marks Ancient Trade Routes

Lithuania's forests play an important part in the economic life of the city. Vast quantities of timber are floated to the seaport, via the Niemen River. As a result, Memel's progress has been built upon its wood industries—saw mills, factories that manufacture cellulose, and ship-building yards.

Although the region surrounding Memel is largely farm land, heavy rains in July and August make it better adapted to stock raising and root crops than production of grains. Hence, the number of livestock has been gradually increasing since 1920.

Streets are jammed on Saturdays, when about 20,000 purchasers throng the marketplace to buy salt, honey in goat-skin bags, cotton sheeting and other goods.

Through the crowds of dark-skinned Ethiopians plod camels laden with sheets of corrugated iron used for much of the city's roofing. Tribal chiefs from remote villages, wearing lion mane collars and carrying gilded rhinocerous hide shields, mingle with soldiers in khaki uniforms.

City Streets Dark at Night

At night, these same streets are nearly deserted. Since most of the streets are unlighted, a bugle at nightfall sounds a curfew for all Ethiopians. Foreigners who venture abroad in the streets after dark are warned to carry lanterns. During the coronation of Ethiopia's Emperor Haile Selassie I, four and a half years ago, some of the main streets were lighted by electricity. But this was considered an unnecessary expense, and economy has since caused the removal of many of the poles and wires.

Note: For additional information about Addis Ababa see "Traveling in the Highlands of Ethiopia," *National Geographic Magazine*, September, 1935; "Life's Tenor in Ethiopia," June, 1935; "Modern Ethiopia" and "Coronation Days in Addis Ababa," June, 1931; "Nature and Man in Ethiopia," August, 1928; and "A Caravan Journey through Abyssinia (Ethiopia)," June, 1925.

See also in the GEOGRAPHIC NEWS BULLETINS: "Wanted—An Ethiopian-Italian Somaliland Boundary Line," week of March 18, 1935.

Bulletin No. 2, October 7, 1935.

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PRIMITIVE HORSEPOWER FOR MODERN FREIGHT

Ethiopia now builds roofs of corrugated iron instead of thatch, but transportation has changed little since the days of the Queen of Sheba. Roads are few, and save for the single railway line, freight moves slowly over dirt trails worn by the traffic of camel, mule, and horse.

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Expedition to Explore "River of No Return"

THE Salmon River Canyon in Idaho, one of the largest primitive areas in the United States, with a gorge surpassing the Grand Canyon of the Colorado in depth and steepness, will be explored and photographed soon by the Salmon River Expedition of the National Geographic Society, according to an announcement made by Vice-President John Oliver La Gorce, at The Society's Washington, D. C., headquarters.

The expedition personnel includes Philip J. Shenon and John C. Reed of the U. S. Geological Survey; Maynard Owen Williams, staff representative of the National Geographic Society; Robert Marshall, naturalist; D. Worth Clark; and two local boatmen.

Travel Upstream Impossible

"The Salmon River, which winds through rugged central Idaho, has been truly called the 'River of No Return,'" the announcement continues. "The falls and roaring rapids of the swift stream, and the sheer cliffs and ruggedness of the canyon, make travel upstream impossible. Downstream navigation can be accomplished only in stout, flat-bottomed boats, reinforced to withstand numerous collisions with boulders in the rapids and low falls.

"The source of the river is in the rugged Sawtooth mountain range of southeastern Idaho. For many miles it flows north. About 20 miles below the town of Salmon it turns westward to enter the main gorge. The Salmon River Expedition will begin its explorations at Salmon early in October, working down the river through the main gorge to the lower gorge. The latter begins at Whitebird and extends about 50 miles to the junction of the Salmon and Snake Rivers (see illustration, next page).

"The wildly beautiful main gorge of the Salmon River is one of the loneliest regions in the country. For 150 miles along a deep, twisting canyon the only settlement is an occasional cabin. The rushing torrent has cut through several thousand feet of lava flows and deep into older formations beneath. The canyon's great depth, 6,000 feet in places, permits scientific study of formations more than a mile below the original surface of the main body of granite rock.

Subjects for Color Camera

"The walls of the canyon itself are brilliantly colored. On Big Creek, in the canyon area, are extensive but little known prehistoric Indian picture writings that have not been studied.

"In addition, the forests and flowers of the region are expected to provide excellent subjects for the color camera. In the Salmon and the Clearwater mountains bear, mountain goat, mountain sheep, deer, elk, and moose roam far from the usual haunts of man. In addition to salmon, there are several varieties of fish, including the rare Red Fish Trout."

Note: Photographs and further references about Idaho will be found in the following: "A Native Son's Rambles in Oregon," *National Geographic Magazine*, February, 1934; "The Non-Stop Flight across America," July, 1925; "Among the 'Craters of the Moon,'" March, 1924; "Niagaras of Five Continents," September, 1920; and "A Mind's-Eye Map of America," June, 1920.

For a similar exploration see: "Surveying the Grand Canyon of the Colorado," *National Geographic Magazine*, May, 1924.

Bulletin No. 4, October 7, 1935.

UMI

Because of its historic interest, the production of amber in Memel deserves special attention. All the stages by which an unattractive lump of fossil gum becomes the amber of commerce may be studied in Memel factories. Greatly valued by the ancients, Baltic amber has given historians clues regarding the routes taken by traders in the days when Phoenicians bartered for the goods of the known world. Baltic amber has been found in Mycenean tombs as well as in the burial vaults of Tutankhamen.

Beach Resorts Near-by

Because of its accessible harbor, Memel's importance as a Baltic seaport has increased each year. In 1921, for instance, only 669 vessels, of 146,704 tons, unloaded at its wharves. In 1933, 1,069 vessels, of 1,068,600 tons, entered, and 1,088 vessels, of 1,071,200 tons, cleared the port.

Memel's principal exports are railroad ties, staves, veneer, paving blocks, and wood pulp; chief imports are fertilizers, coal, cotton goods, salt, cement, herring, sugar, and beverages.

A five-day voyage from London, Memel is within easy access of several delightful summer bathing resorts, notably at Schwartzort, Sandkrug, Nidden, and Palanga. All are on the Baltic Sea, and are famous for their golden-sand beaches, and towering pine woods near-by.

Note: For additional references to Lithuania and its neighbors see the following: "Struggling Poland," *National Geographic Magazine*, August, 1926; "Latvia, Home of the Letts," October, 1924; "The Battle-Line of Languages in Western Europe," February, 1923; "The New Map of Europe," February, 1921; and "The Races of Europe," December, 1918.

Bulletin No. 3, October 7, 1935.

Photograph by Jan Bulhak

YOUNG CITIZENS OF THE NEW LITHUANIA

Their country has had a long fight for independence. From the seventeenth century to the twentieth it was united first with Poland and then with Russia. Today, the city of Wilno (Vilna) is claimed by Poland and Germany wants to regain Memel.

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Bonneville Salt Flats Added to World's Speedways

SIX thousand miles by boat and train is a long journey to undergo for a two-mile automobile ride.

These figures, however, do not tell the whole story back of the new land-speed record of more than 300 miles an hour, set by the Englishman, Sir Malcolm Campbell, in his 2,500-horsepower racing automobile recently. The record brought into the world news spotlight for the first time Utah's Bonneville Salt Flats, scene of the historic event, not far west of Salt Lake City.

The glaring level expanse of the Bonneville Salt Flats is a small part of a huge desert area in west-central Utah once covered by Lake Bonneville, of which the Great Salt Lake is a shrunken remnant.

Ideal Surface for Speed Tests

Although Bonneville Salt Flats is a new name to motor enthusiasts interested in world speed records, its hard, barren salt floor proved ideal for fast driving, and, according to news reports, its altitude (4,000 feet above sea level) gave quicker acceleration and offered less wind resistance than courses at sea level.

Centuries ago, when all this area was an inland sea some 19,000 square miles in extent (about twice the area of Lake Erie), the process of laying down smooth beds or layers of salt began. Traces of shoreline at seventeen distinct levels can be found, the highest being more than 1,000 feet above the present level of Great Salt Lake. The vast lake had no outlet, but the fierce heat of the dry seasons steadily withdrew more water than the adjacent streams could supply.

To-day, most of the bed of the former lake is one huge salt cellar—sun-baked and windswept into an ideal motorway that extends for many miles to the foot of encircling mountain ranges. Spring freshets still cover parts of the flats with water, but in a few months these shallow pans evaporate, leaving a crystalline "retreading" of glistening white salt.

Oiled Line Guides Driver

With very little scraping, and a black line (made by pouring oil on the salt) to guide him, Sir Malcolm Campbell was able to flash down a measured mile on the old lake bed, turn about, and roar back at the fastest speed ever made by man in an earthbound vehicle—301.337 miles per hour. Only airplanes have gone faster, the official record for seaplanes being 440 miles an hour, and for land planes 312 miles an hour. A new, but unofficial record has just been set in California by a land plane which traveled 352 miles an hour.

Until this year the hard, white strand of Daytona Beach, Fla., has practically had a monopoly in the matter of automobile speed-record attempts. There, in 1903, Alexander Winton succeeded in travelling faster than a mile a minute, but his record was smashed the same year by Henry Ford, who did better than 90 miles an hour in his own racer.

Note: References to the Great Salt Lake region in Utah can be found in the following: "Seeing America with Lindbergh," *National Geographic Magazine*, January, 1928; "Pirate Rivers and Their Prizes," July, 1926; "On the Trail of the Air Mail," January, 1926; "America's Amazing Railway Traffic," April, 1923; "The Scenery of North America," April, 1922; and "A Mind's-Eye Map of America," June, 1920.

Bulletin No. 5, October 7, 1935.

UMI

A Gift to Education—How Teachers May Cooperate

THE GEOGRAPHIC NEWS BULLETINS are a gift of the National Geographic Society to education. This is the first issue of 30 numbers, each containing five illustrated Bulletins, to be mailed weekly during the current school year. The Bulletins report the geography of recent events of world importance.

Because these Bulletins represent a substantial gift to schools from The Society's educational fund, the expense of advertising or circulation promotion cannot be undertaken as would be the case with a commercial publication. The Society must rely upon supervisory officials and teachers to call them to the attention of their colleagues who might use them effectively. This should be done promptly so that applicants may be put upon the mailing list to receive the early issues.

The following order form may be used:

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National Geographic Society,
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Kindly send ..... copies of the Geographic News Bulletins weekly for one school year for classroom use, to

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Address for sending Bulletins .....

City ..... State .....

I am a teacher in ..... school ..... grade

Many subscriptions expire with this issue. No further notice of expiration will be sent. Former subscribers are requested to renew promptly, otherwise files will be incomplete, as back numbers cannot be supplied. Each subscription should be accompanied by 25 cents to cover mailing costs. There is no other charge.

Official Photograph, U. S. Army Air Service

SNAKE RIVER CANYON IS BRIDGED AT HANSEN, IDAHO

Like its tributary, the Salmon River, the Snake River has cut its way through steep black walls of lava. The main gorge of the Salmon River, in central Idaho, will be explored this fall by a National Geographic Society Expedition.

© *Photograph by Captain A. W. Stevens*

GREAT SALT LAKE IS THE REMNANT OF A HUGE INLAND SEA

Ancient Lake Bonneville once spread over central Utah, covering the Bonneville Salt Flats where Sir Malcolm Campbell recently set a new speed record (see Bulletin No. 5). Great Salt lake is still shrinking. Farms and cities are using many of the streams that previously fed it; and this year for the first time a deposit of hard salt has been discovered on the lake bottom. Stretching across the lake is the thin line of a railway trestle that cuts 44 miles off the transcontinental route and saves the company many dollars by avoiding a long series of steep grades and sharp curves.